THE AMERICAN ARCTIC EXPEDITION.

TROM ILLIOULIOUK TO ST. MICHAEL'S AND WENCE TO ST. LAWRENCE BAY-A VOLCANIC COUNTRY-HUNTING UNDER DIFFICULTIES-MEARLY SWAMPED-THE ESQUIMAU DOGS AND DOG GUARD-THE FANNY HYDE-HO FOR THE NORTH!

ST. LAWRENCE BAY, EAST SIBERIA, NEAR BEHRING STRAFF, August 27, 1879. gh we enjoyed our brief stay at Oun

ery much none of us were sorry when the ship cast of from the wharf and steamed out into the Behring Sea. Illiculiouk gave us a pretty send off in the These pieces of ordnance are not fo schooner. These pieces of ordnance are not for midable looking weapons, but they make noise enough among the hills to satisfy any one. Flags thore which assured us that the good ship tennette had the best wishes of the resi-tents of Illicultual on her northward voyage. The change from the smooth water of the ha o the rough sea outside was very marked and w course east of north toward Nounivak Island he Jeannette began her gambols again, rolling and itching so as to make locomotion difficult except etween the cabin table and the partitions. The southward the hip, under full steam and sail, rather astor ship, under full steam and sail, rather astonished us by making five and six knots steadily for the first day out. But as the second day dawned with haif a gale blowing the Joannette increased her speed, so that we actually made 173 miles in twenty-four hours, something that gave us much cause for rejoicing. The coal we got at Ounalaska, although it burned like chaff, made steam quickly, and our engines, thoroughly overteam quickly, and our engines, thoroughly over suled by Mr. Melville while in port, work well We congratulated ourselves, therefore, on a probable quick run to St. Michael's, and nothing seemed to threaten delay but the possible non-arrival of our aupply schooner, the Fannie A. Hyde, of San Fran-cisco. But in these latitudes uncertain winds are the rule during the summer time, so that we had to come down on .the third day to our ordinary speed of four knots, which we carried into this port, mak, ing the run in six days exactly from Cape Kaleghta SCIENTIFIC WORK BEGUN.

The importance of determining the character of the bottom as we proceeded rendered a daily stop necessary for sounding. We also dredged every day except when the water was too rough. Soundings ran from eighty to five fathoms as we came north on a bottom composed of fine gray sand and coze, covered with moss-like vogetation which was inhab-ited by an extraordinary variety of marine life. We so used the deep sea cups and thermometers for determining the donsities and temperatures at various depths. These I found to work very well, considering that our men are as yet a little awkward in the lines, but are improving very rapidly. Our hourly meteorological observations are made each day with the utmost regularity. We have divided up the time into watches, and the work goes on illy. For instance, I begin at noon and stand watch (meteorologically speaking) until six P. M. I am then relieved by Mr. Chipp, first lieutenant who observes at seven and eight; then Dr. Ambler a nine, ten, eieven and midnight. My turn comes gain, so I observe at one, two, three and four A. M nd am relieved by Mr. Danenhower, who takes five ad six A. M. At seven and eight Mr. Chipp observes and from nine to moon inclusive Dr. Amble Our hours of duty per day in making observations are therefore, Mr. Chipp, four hours, Ambler eight hours, and myself ten hours. Beside this I keep the regular meteorological record and note sea temperatures and densities, and make up my journal; so that you may see there is no time for doing nothing left for us on board. ST. MICHAEL'S.

On the evening of the 11th we sighted land on the ard beam—that is to say to the eastward—and by continuous sounding determined our locality to be off Stuart's Island, in Norton's Bay. The land was low, and discernible only by a slight rise or hill which showed above the horizon. We steamed at a very moderate speed all night, and by ten A. M. on the 12th were at anchor opposite the little settlement and blockhouse known as Michaelovskoi by the Russians and as St. Michael's by the Americans. We were soon after boarded by Mr. Neumann, the Alaska Commercial Company's agent, and offered the hospitalities of the place, with every addition to our supplies which the company's ores would afford. Going ashore soon after found the "fort," a curious collection of wooder buildings, forming a small quadrangle, on the corseried with small cannon during the Russian pos-session of Alaska, but which at present are of no special value for defence. Within the enclosure, and fronting inward, are the storehouses and dwell-ings. The latter are occupied by Mr. Neuan, the company's agent, and by Mr. Nelson, an employe of the Smithsonian Institution and observer of the United States Signal Service, a few Russian workmen and some Indians wh out the fort. The quarters of the agent and the Smithsonian collector are plainly but comfort ably furnished, and it is clear that these gentlemen are philosophers enough to content themselved pretty well with their isolated position.

THE DOGS.
All our dogs were at St. Michael's when we arrive They are a fine looking lot of animals, but inclined for a general row at the shortest notice. They lol around the enclosure or sit out on the rocks near the fort, and occasionally set up a long, peculiar how that sounds at night like a summens of Satan to his satraps for a general council. At feed-ing time the dogs get their daily allowance of dry fish, and while that is being thrown to them the sounds of battle rise and float on the breeze. On general principles the Esquiman dog will fight, and it is often a matter of wonder what the row is about. The dogs will be walking or lying about quietly when suddenly one will make a rush at another and then the whole pack pitches in, every dog for him self. In these remarkable combats nine of the dogs originally provided for us by the Alaska Commercial Company have been killed by their fellow canines. We are getting some recruits now and expect to leave here with about forty-five good dogs on board. Of course we will have nativedrivers with us to manage these unruly brutes, and I believe arrangements are now being made with indian Esquiman hunters to act in that specity. The storehouse of the Alaska Company are is filled with a collection of trade goods similar to that we found at Ounalaska, except that the as ent is not as varied nor the quantity as great The furs brought in to the post come from the lower Yukon River region and the adjacent coasts. The Indians come in by villages, and under the general control of a chief, who ts the negotiations. In this way fox, bear, sable, wolf and squirrel skins are procured in ex-change for cones, sugar, tobacco, powder, lead (shot and bullets), guns (muzzle loading rifles and shot-guns), clothing and notions. Whalebones for sledge runners are sometimes bought, but these come from the northern or Siberian coasts, and are regarded as valuable. Dogs are purchased, as in the present instance for us, for guns, the average price of a good dog being about \$7 in goods. Extra good dogs are worth as much as \$15, but that is a top price, and is sometimes given for a highly trained team leader. THE NATIVES,

As soon as the natives complete their trade they ceturn to their villages to enjoy the newly acquired property, and the little fort is duli again until an other party arrives from the interior. The experiable one as regards the natives, but sometimes the latter become restless and inclined for war. Last year a chief residing about sixty miles to the northmade repeated threats to come in and "clear out" St. Michael's. The place was put in a fair state defence by Mr. Neumann, and preparations were ade to give the coming warriors a right hospitable reception at the rifle's muzzle. But—they never reis of whiskey from some traders and went on an unusually heavy spree, which resulted in his having his head split open with an axe by his

rother-in-law, a similar fate overtaking his son Since this domestic tragedy occurred the people of the fort have heard no more threats from up the coast, and "peace, gentle peace," provails. The sur-viving relatives of the chief, associating the valiant man's death with his proprietorship of two barrels or whiskey, wisely came to the conclusion that the whiskey was the cause of the violent taking off, so they knocked in the heads of the barrels and let the wil spirit run. This precaution probably prevented he decimation of the tribe.

A VOLCANIC COUNTRY. The country surrounding the post is wholly anic. Every eminence in sight is the cone of extinct volcano. The rocks are lava, which, in cool ng, has split up into a rude columnar structure, as show in some places the evidences of pressure cortions. The exposed surfaces and those of fractures exhibit alike the honeycombing caused during zed lava, and this material enters largely int ne sand found off the coast from Ounalaska north ward. Quite close to the settlement there is a crate which now forms the basin of a pretty lake. have received specimens of lava from different points inland and along the shore, which will go my geological collection. Immense quantities o driftwood may be seen along the shore of Norton's Bay and on the island beaches. This wood comes chiefly from the Yukon River, which empties into the Behring Sea by several mouths. As the Yukor drains a great timber country, and is navigable for miles from its mouth, the quantity of drift brought down and carried into the bays and sounds to the northward and larger pieces and pile them up out of reach of the tide until they dry sufficiently for fuel. Such piles can be seen at intervals of a few hundred yards all around this great bay.

The surface soil overlying the lava formation i mostly peat, and bears a close resemblance to peal lands elsewhere, except in the beauty and variety of the vegetation that clothes the whole country There are no trees, but the low shrubs, grasse lowering plants and messes are very fine, especially the latter, which vary more in color than I have seen in any other place.

A HUNTING PARTY.

Up the sound which divides St. Michael's Island from the mainland the shores are chiefly salt marsh tracts, dotted with ponds, which are breeding places of wild ducks and geese, snipe and other water birds. To get something for the larder by way of change from the canned meat a party of us started up the "Crooked Canal," as it is called, in the steam cutter. We carried a tent and provision for two days, besides our guns and ammunition blankets, &c. Our luck among the wild fowl prove indifferent, the birds being scared off by the steam escape from our cutter. We secured, however bout fifteen ducks and some thirty snipe. An India hunter acted as guide and pilot, but the man was in poor health and did not prove equal to any of us whites in endurance of fatigue. We camped for the night on the marsh edge and under a heavy rainfall, which soaked the ground and made us about as un comfortable a lot of sportsmen as ever huddle together under canvas. Next morning the weather ontinued bad, and the Indian being used up with an attack of ague we started back to the ship. In crossing the bar in face of a heavy sea the cutter took water so rapidly that we came near being swamped, and reached the ship after a long and nost fatiguing struggle for life. We had all re moved our outer clothing and boots preparatory for a swim, and when we got on board the Jeannette sabin fire and a hot breakfast were thoroughly en joyed by the party. I must say that to the pluck nd skill of Mr. Melville, the chief engineer, who and charge of the running of the cutter's engine due the safety of the whole party. Our signals o listress were misunderstood on the ship, and it wa not until we were within a hundred yards of her, with our cutter half full of water and her boiler fire extinguished, that a boat was lowered to rescue us The party thus imperilled consisted of Mr. Melville Mr. Dunbar, Dr. Ambler, myself and our Indian unter. To show the quickness of perception of the natives on shore I may mention that while we were struggling with the sea, and working to keep the boat afloat, the natives recognized our position and at once reported it at the fort. The ship was a mile nearer to us than the native village, yet no one on board seemed to understand the meaning of the jacket hoisted on a boathook, which Dr. Ambler was waving for nearly an hour before any stir was made to lower a boat.

BALMON AND RUSSIAN BATHS.

Our shallow bay has afforded us a fair supply of excellent fish, including some superb salmon. We have a net set, and daily get a good number of flounders and other small fish, besides an occasional beauty with delicate pink flesh. None but those who have not tasted these delicacies for a month or so can appreciate the flavor of broiled flounder or salmon, pointed by appointe and washed down with big cups of tea. I suppose an epicure would prefer a more refined arrangement of catables and drinkables, but on this cruise such exacting persons would be miserable. We cat and drink things as they come, being thankful the while for such small favors as the Lord sends in the way of a change of dishes. After our adventure in the steam cutter we enjoyed the luxury of a genuine Russian bath at the fort. The bathhouse is a long structure fitted with two chambers, the outer and inner. In the latter is a stove-like freplace with a receptacle for hot stones, which are placed there after being raised to a red heat. Then the smoke after being raised to a red heat. Then the smoke hole is closed, the skin-lined door made fast and some water is thrown on the hot stones. Phew! what a temperature is raised. The blood almost boils in the veins, and one gasps for breath, but the pores are open, and the peculiar pro-cess of the Russian bath is gone through by the bather until human nature can stand no more. Then, sousing himself well in water, he rushes out into the antechamber, or outer room, where he is rubbed down, cooled off and allowed to dress. The pleasant feeling experienced after bathing is cer-tainly purchased by much broiling and stewing, but the beneficial effects.on the system, when the bath is cautiously used, are very marked. Let me not for get the cigar and glass of Russian tea after bathing These are absolutely necessary to true enjoyment. Although the bathhouse at St. Nicholas is not the most inviting looking place in the world it serves its purpose admirably, showing that the value of things must not be judged by appearances. THE SUPPLY SCHOONER'S ARRIVAL.

On the 18th our long expected supply schooner, the Fanny A. Hyde, of San Francisco, laden with cosls and extra stores, was sighted off Stuart's Island, making for our anchorage. Never was a more welcome object presented to impatient mariners than the said schooner when she rounded the point of St. Michael's Island into full view of our ship. of St. Michael's Salongside, and her captain in our cabin relating the causes of his delay in arriving. cabin relating the causes of his delay in arriving. Caims, fogs, &c., formed reasonable excuses for the alow voyage of forty-one days from San Francisco made by one of the fastest schooners running out of that port. Similar causes detained us, although we had steam to propel us. But the Fanny A. Hyd had come at last, and that meant we might go on our way rejoicing an a few days, and after the coals and stores have be transferred to our bunkers and holds. We need the anthracite coal that has just come very much, as our present stock of soft coal would not last us any time should we need to use it. To save delay we take a heavy deck-load of coal, as well as the quantity in our well packed bunkers, and the Jeannette is again laden down to her doubling, as deep as she was when leaving San Francisco. The schooner goes with us to St. Lawrence Bay, in Eastern Siberia, and about thirty miles south of East Cape.

"LET DOGS DELIGHT. We have our dogs on board, about forty in num-ber. They raise a tremendous row about every fifteen minutes, space on our crowded deck alone governing the number of combat-ants engaged. I think if we could give these unruly brutes room enough to fight the battle would continue until the last pair died, chewing each other's throats. This dog war illus-trates very amusingly the value of armed interven-tion at the right moment. When the bitterness of the combat reaches its height one of our men inter-feres with a rope's end, and with the utmost impar-

tiality lays about him vigorously. A suspension of canine hostilities is the immediate, but, I regret to ay, temporary result. The dogs make remarks a confer in a high key and retire for consultation but like the conferences at Constantinople these in-terchanges of diplomatic confidences only seem to make matters worse in some other quarter of the deck and the din of battle is heard soon again. Still the Bismarckian rope's end works wonders, ever though it enforces a Treaty of Versailles fifteen ninutes after the Treaty of Prague has been ratified by the dog powers, and ominously swings like Treaty of Berlin over the Esquimau dogs.

ALEXAI AND ANIGUIN We have with us for the voyage north two natives from Norton Bay, or the St. Michael's district. One of these, Alexai, as he is called, speaks a little Eng is both intelligent and driver and hunter; Aniguin, the other and younge native, is a fine looking fellow, with a broad, boyisl face and pleasant expression. He speaks no Eng lish, but gets along very well with the aid of his comrade as an interpreter. The Captain has entere into a regular agreement with these adventurous savages, by which he binds himself to bring them back, to support the wife of Alexal and the mother of Aniguin durin the absence of the husband and son, to pay the regular monthly wages and to give Alexai a Win chester rifle and a certain quantity of fixed amou chester rine and a certain quantity of fixed ammu-nition when dismissing him from the service of the Jeannette. As these Indians are good, clever fellows, and important to us because of their familiarity with dog matters, I think we have them on very reasonable terms.

A TOUCHING PAREWELL Mrs. Alexai, a chubby-faced, shy but good hu-mored looking young female, came on board to see husband off on his long cruise. She behave with great propriety under the circumstances, and although an Esquimau, did not show any inclina was sealed for life. Alexai behaved also with sto cism tempered by affection for his spouse. They sat together hand in hand on some bags of potatoes near the cabin door, and probably exchanged vows of eternal fidelity. I was greatly touched, and got up on the bridge with my sketch block, on which I outlined their figures. I had to take them as they sat, with backs toward me, for Mrs. Alexai was to modest to face the pencil. Before leaving the shi Captain De Long gave the bereaved one a cup a captain be Long gave the bereaved one act and assaucer with gilt letters on it. She seemed overpowered with emotion at the possession of such unique treasures, and at once hid them in the ample folds, or rather stowage places, of her fur dress.

As we left the Bay of St. Michael's on the evening of the 21st the guns at the fort and at the agency of Western Fur and Trading Company across bay belched forth a parting salute. The sea was as smooth as glass and the sky almost perfectly clear. Such weather at this season is not uncommon in Norton's Bay, but not unfrequently precedes when we cleared Sledge Island and commer to cross the waters of the straits. It was watch (meteorological) from one A. M. to four A. M., and I noticed the smooth sea beginning to undulate heavily from the northward. This indicated at once urbance of the weather to the north and west Later in the day the sea rose to a very great height, light works. The forecastle got well drenched, the bridge stove by a sea and the captain's window broken in and his room flooded by another. O dock we were part of the time knee deep in water. The wind howled for hours and sharply out off the wave crests, so that the spray flow like small shot across the decks. The ship was hove to and we rode out the gale pretty well, consid that the Jeannette had all she could carry on board As the sea moderated we got under way again and ar As the sea measurement rived here on the 25th, experiencing very fine weather when entering the harbor. Skin boats (baldaras filled with dirty looking skin dressed natives of the Tchouktchi tribe came alongside. They thought were a trader. From these we learned about Profes sor Nordenskjöld what I sent you by telegraph fro San Francisco. I need not repeat here what I then told you, as it was substantially as the native chief told the Captain in my presence. Our scho arrived yesterday (26th) with the balance of the coal which we could not take at St. Michael's. The Captain also desired to have a mon of sending the very latest news regarding our move-ments and what we could learn about Professor Nordenskjöld.

All before us now is uncertainty, because our movements will be governed by circumstances over which we can have no control. If, as I telegraphed, will try and reach Wrangel Land and find a wir harbor on that new land, on which, we believe, the white man has not yet put his foot. At the worst Land mystery next spring. I am in great hopes we will reach there this season. FAREWELL.

We are amply supplied with fur clothing and pro isions, so that we can feed and keep warm in any event for some time. Our dogs will enable us to make explorations to considerable distances from the ship and determine the character of the country. Feeling that we have the sympathy of all we left at home we go North, trusting in God's protection and our good fortune. Farewell.

BASEBALL.

DAPT'S CRICKETERS OVERWHELMINGLY DE PEATED BY THE PROVIDENCE NINE.

Nover was there a game of baseball played befor in this vicinity that caused more genuine amuse ment than did the contest on the Union Ground Brooklyn, yesterday afternoon, between the Providence Club, champions of the National League of Baseball Players, and Daft's team of English crick Baseball Players, and Daft's team of English crickcters. In the first day's contest, when the eighteen
hall players played against the cricketers
at cricket the latter had considerable sport
at the expense of the ball players, but
in yesterday's contest the ball players paid them
back in their own coin, to the great amusement of
the spectators, especially those well versed in the
science of baseball. The Providence Club were to
have given their opponents six outs each inning;
but they did still better, giving them five outs and a
professional pitcher and catcher—Schenck and Knowdell, of the Foughkeepsic Club. The game was not
commenced until twenty-five minutes past three,
consequently only five full innings could be played
before dark. At the close of the first half of the
sixth inning the game was brought to an end on account of the darkness. Following is the score:—
DAFT'S CRICKETERS.

RIBAPO.A.E.

Knowdell,c. 0 1 5 0 1 G.Wrig't,2b 1 2 2 1 1
Schenck, p. 0 0 0 0 1 Hines, c. f. 3 0 0 0 0
Sis'sby, r.s. 0 1 1 2 2 MeCl'n, r.f. 1 1 0 0 1
Pinder, 2b. 0 0 1 1 4 Gress, c.... 1 0 11 31
Morley, s. s. 0 0 0 0 2 Farrell, 2b. 2 1 5 1 1
Morley, s. s. 0 0 0 0 2 Farrell, 2b. 2 1 5 1 1
Montey, s. 0 0 0 0 4 1 1 O'Ro'rk', lb 2 0 11 0 0
Ulyett, if, 1 0 2 1 1 S.Wrig't, s. 2 1 1 8 0
Bates, c. f. 0 0 0 0 0 Mathews, p. 2 2 0 2 0
Barnes, r. f. 0 1 0 1 0 Cramer, l. f. 2 0 0 1
Total.... 1 3 14 6 16 eters. In the first day's contest, when the eighteen

Total 16 7 30 16 5

The game in Jersey City between the Jersey City and Alaska clubs resulted in a victory for the for-mer by the score of 14 to 3.

Total..... 1 3 14 6 16

CRICKET.

A cricket match was begun yesterday in Hoboker between the St. George's and Orange clubs. The former went to the bat for their first inning and made 190. In their first inning the Orange Club scored 43 to the loss of 8 wickets. Mr. Cudully was umpire for the St. George's Club and Mr. Vincent for their opponents.

NATIONAL RIFLE ASSOCIATION.

A special meeting of the National Rifle Association was held yesterday afternoon at their rooms, No. 23 Park row, General George W. Wingste presiding. Eight members were present. The meeting was called to consider the specifications for rebuilding the butts on the old range at Creedmoor with stone. According to the specifications the butts are to be 563 feet long, 7 feet high on one side and 8 feet on the other. The wall will be 24 inches thick at the bottom and 18 inches at the top, the butts being 5 feet wide on the inside. It was resolved that the Range Committee should sek the United States engineer officers at Wilett's Point to examine the ground and decide what kind of wall would be the most suitable. One thousand dollars will be required for the completion of the butts. General Woodward, Adjutant General of the State, was present and took as active part in the proceedings. The next meeting will be held on the second Tuesday in November. A special meeting of the National Rifle Association

THE COACHING CLUB.

GRAND YEARLY EXCURSION TO THE COUNTRY RESIDENCE OF ONE OF ITS MEMBERS-THE "TALLY HO" WITH A DOZEN COACHMEN-VISIT TO MR. F. R. RIVES, AT CARNWATH, NEW HAMBURG, ON THE HUDSON.

It is the custom of the Coaching Club to make ery year a visit to one of its members resid a distance from New York. Last year, it will be re ed, the Club made a visit to Mr. Fairma Rogers, at Philadelphia, which was one of the me memorable coaching events of the year. The "Tally Ho" started from New York at half-past six in the morning of the 4th of May, and reached Philadelphia at half-past six in the evening. There were nine changes of horses on the road, the members having each a relay of their own horses at the changing places on the road, which they there took charge o and drove to the next stopping place. The "Tally-Ho" belonging to Mr. De Laneey Kane was the coach used for the excursion, and that gentieman led off from the starting place, the Hotel Erunswick, on Fifth avenue. Mr. Newark, where he dropped the ribbons and retired in tavor of Mr. Francis R. Rives, who drove to Rahway, where he in turn retired in favor of Mr. Perry Belmont, who guided his team into New Brunswick. The horses of Mr. Theodore A. Havemeyer were then brought into requisition, and that gentleman handled his team of owns to Six Mile Run. Mr. H. O. Fritsch succeeded Mr. Havemeyer for the fifth stage, which terminated at Princeton, where the party had luncheon. From Princeton to Trenton the coach was in charge of Mr. George Peabody Wetmore. Then Mr. Fred-Delaware River to Hulmville, ten miles away. The eighth stage was driven by Mr. George E. Fearing to Holmesburg. The ninth and final stage was in charge of Mr. Fairman Rogers, the club member whom they were to visit in Philadelphia, whose residence was reached punctually at half-past six P. M. The club spent the following day (Sunday) in Phila the same route they passed over two days before after one of the pleasantest excursions that was ever taken in this country by coach and four.

At nine o'clock this morning the "Tally Ho," with Mr. De Lancey Kane on the box, will leave the Hotel Brunswick, Fifth avenue, accompanied by twelve members of the Coaching Club, on a visit to Carnwath, New Hamburg, on the Hudson, the resi dence of Mr. Francis R. Rives, one of its meml Mr. Kane will be assisted on the road by the following gentlemen, owners of teams, which have been stationed at desirable stabling places along the road:— Messrs. G. R. Fearing, A. Belmont, Fairbank Rogers. F. Bronson, Colonel Jay, Leonard Jerome, Hugo O. Fritsch, T. A. Havemeyer and F. R. Rives; also Messrs. James V. Parker and Christopher R. Robert, whose horses will not be required. Continued fair weather is the only thing needful to make the trip a charming success.

Mr. Kane will drive his team the first stage, which

vill be to King's Bridge, a distance of ten and half miles, which will be reached at ten minutes t ten. Then Mr. G. R. Fearing will take in hand his stopping two miles this side of Yonkers, reaching at half-past ten. Then Mr. A. Belmont will Tarrytown, reaching there at twenty minutes past eleven o'clock. The club will remain there one hour for rest and luncheon. Mr. Fairman Rogers will then take charge of his team and guide them to Sing Sing, six miles and a quarter, which will be reached at one o'clock. Mr. Frederic Bronson will take charge of the norses for the next stage, which les and three-quarters, to a place one mile north of Croton, which will be reached at half-past one, when Colonel Jay will take the coachman's seat and drive six miles and a fifth, to Peekskill, which will be reached at ten minutes past two, and where stop of thirty minutes will be made. Mr. Leona Jerome will then drive to Garrison's, a distance of seven miles and three-fifths, and stop fifteen minutes with Mr. F. Sherman at "Sherry Castle." Mr. Hugo O. Fritsch will follow Mr. Jerome and drive to Divenport Corners, seven miles and a third, reaching there at five minutes past four. Mr. T. A. Havemeyer will then take charge of his team and drive on to Fishkill, six miles and four-fifths, which will be reached at twenty minutes to five, when Mr. Francis R. Rives will take the ribbons and drive the Club nine miles to his resid at Carnwath, New Hamburg, reaching there at twenty minutes to six, the distance from there to the starting place being seventy-four miles, nine changes having been made on the sions, the weather being mild, the roads in good condition and the autumn foliage in its richest colors. being seasoned by the summer's work, and are fit for long journeys to the coach. The country people along the roads, particularly the older ones, will have recalled to their minds the days when the mail coaches would pass up these roads on their way to and from Albany each day, while the younger people will be astonished that such pleasant modes of travel should have been superseded by the more speedy ones of steamboats and railroads. The return trip will be begun from Carnwath on

Monday morning, October 20, at half-past nine, Mr. F. R. Rives driving his team to Fishkill, being due there at twenty minutes past ten. Mr. Rives will be succeeded by Mr. T. A. Havemeyer, who will drive to Davenport Corners, reaching there at five minutes to eleven. Mr. Hugo O. Fritsch will then take the rib bons and go on to Mr. Sherman's at Garrison's, where a stop of ten minutes will take place. Then Mr. Leonard Jerome will be the coachman to Peekskill, where thirty minutes will be allowed for luncheon, leaving there at a quarter past one. Colonel Jay will next take the reins and conduct his team to one mile north of Croton, which will be reached at five minutes to two. Mr. F. Bronson will follow for the drive to Sing Sing, reaching that place at twenty-five minutes past two, when he will be re-lieved by Mr. Fairman Rogers, the latter having a drive ot six and a quarter miles to Tarrytown, where they will stop five minutes at the Vincent House to change horses. Mr. A. Belmont will handle his team nine miles, and then Mr. G. R. Fearing will conduct his team to King's Bridge, where Mr. De Lancey Kane will take the ribbons and bring the "Tally-Ho" and the Coaching Club to the Hotel Brunswick, reaching there at half-past five P. M. The following is the time table, going to New Ham ourg and returning to New York :-

F Time New York Tune South Couckman. A. M.
9:00 Hotel Brunswick
9:00 Kingsbridge.
Ar. 1:22 Farrytown
Dp. 12:35 (Vincent House)
1:50 Sing Sing.
1:50 Sing Sing.
2:10 (Pockskill. P. M. 5:30 De Lancey Kane 4:40 G. R. Fearing. Dp. 3:10 Fairman Rogers Ar., 3:05 One hour for breakfast. † Thirty minutes for lune

RITTERSVILLE DRIVING PARK.

IBY TELEGRAPH TO THE HERALD, 1

ALLENTOWN, Pa., Oct. 16, 1879. The trotting meeting at the Rittersville Driving Park was continued to-day. The programme openac with the 2:45 purse of \$200, the winner being Mr. onover's Schuyler, of Middletown, N. Y.; Goff's

Conover's Schuyler, of Middletown, N. Y.; Goff's Belle, of New York, took second money, and Schettler's Lydia S, of Rsading, Pa., third. Time, 2:40\(\frac{1}{2}\) = 2:43\(\frac{1}{2}\) = 2:43\(\frac{1}{2}\) = 2:43.

In the "twenty" class, purse \$300, divided, there were six starters. Tricker's Dora, of Philadelphia, won the race in three straight heats; Wharton's Sherman, of Dovor, Del., second money, and Clark's Cassius Prince, of Philadelphia, third.

Goff's John H. Starin, of New York, trotted an exhibition mile in 2:28.

HORSE NOTES

SALE OF MR. ROBERT BONNER'S TROTTING STOCK. Mr. Robert Bonner is at last to become a seller of trotting horses. For twenty or more years he has been a frequent buyer, and the exclusive class of

horses to which his purchases have been limited were so conspicuous as to attract wide attention. But neither at private sale nor at public auction has he been known to dispose of one. The constant ac-cumulation by purchase and the natural increase by breeding has at last brought what has long been anticipated—the necessity of a sale to reduce the number to the reasonable capacity of the owner's farm and stabling. A draft of eighty-seven, or more than one-half of his stud, has therefore been made, which will come under Mr. Kellogg's hammer on Wednesday, October 29, at the grounds of the Manhattan Athletic Club, at the cor ner of Eighth avenue and Fifty-sixth street, in this city. The quality of the lot is such as few own could offer without disposing of their entire studs, but which will nevertheless leave Mr. Bonner in possession of about sixty head, mainly old favorites, on the retired list, that will never be sold, yet including a select stable of flyers surpassing that of any private owner or public trainer in the country. There are several horses in the sale catalogue that have recently trotted very fast. Keene Jim, a six-year-old, that two years ago stood at the head of the four-year-old record, with his 2:24½, is now a horse of very remarkable powers, having within the present month twice shown trials of 2:18½, drawing thirty pounds overweight on a three-quarter-mile track. Horses that can beat 2:19, with good prospects of improvement, have always been a rarity, but such an one at unreserved public sale has here-tofore been a thing unknown. We are told that in the present case it would not have occurred had the real powers of the horse been known to the owner when he was put on the list, but the publication having bean made he will take his chances with all the others. There are several on the list thought at the time it was made to be better than Keene Jim, among which is a son of the famous old Flora Temple, that much resembles the old-time queen of the turf, and has recently shown a trial of 2:23%. A brother to Bruno, Brunette, &c., called Carli Burr, has shown 2:24½, and a gray gelding, by Edward Everett, out of Lottery's dam, the same figure. Neither of these have records, and give good promise. There are several others that have shown "in the twenties" and more that have recently been tried at intervals from 2:30 to 2:45. The brood mares are twenty in number, with a very fine lot of foals at foot, chiefly by Edward Everett and Startle. There is a large number of young horses, from three to five years old, barely broken to harness, promising in action and rich in breeding, affordling tempting speculative in make-up. They inherit the muscular development and enormous propeiling power of the sire. There are many also by Edward Everett—a well known sort—from which sprang Judge Fullerton, Mountain Boy, Joe Elliott, Tan ossession of about sixty head, mainly old favor ites, on the retired list, that will never be sold, yet

ALMOST BECALMED.

THE SEAWANHAKA YA'CHT CLUB'S OCEAN RACE FOR THE "CENTER" CUP BEGUN IN EM-BARRASSING WEATHER-A CALM SUCCEEDED BY A TROUBLESOME BENEZE FROM THE The ocean sloop race for the "Center" Cup was

started from off Sandy Hook yesterday morning with four competitors. It was, perhaps, unfortuna that the donor, Captain Canter, was disappointed in the breeze that he expected to find on the 16th of October, but again, the yachts have a pleasanter prospect before them than if they had been obliged uck into a head wind and sea. The steamtug Cyclops was chartered by the Seawanhaka Yacht Ciub, under whose auspices the cup is sailed for, and tarted at seven o'clock yesterday morning from the foot of Pine street. There was a party of about twenty on board, comprising the Regatta Committee, members of the Scawanhaka Yacht Club and of the press. It was one of those balmy mornings that are found in southern climates, and it was hard to imagine one's self in New York, in the middle of October. Before reaching Sandy Hock she came up with the four sloops, Mischief, Regina, Blanche a that were entered for the race, and, as the breeze was very light, agreed to take them in tow. There was a considerable discrepancy in the size of the yachts, the Mischief being a first class sloop, yachts, the Mischief being a first class sloop, the Regina a second class sloop, and the Wave and Blanche really belonging to the third class. In fact, it looked a rather uneven race when there was no time allowance. Captain Center, the architect and owner of the Vindex, the first iron sloop yacht ever built in this country, and Mr. Carey Smith were on board the iron sloop Mischief. The sailing master of the Mischief is Captain Nat Clock, formerly of the Vixen, Magic and Madcap. The little Wave had Sam Greenwood, former captain of the famous Sappho, at the wheel. They looked as if they meant to sink or win, as they did not even carry a boat with them.

Name. Owner. Ft. Ft. In. Ft. In.

Mischief. J. R. Busk. 68 61 0 19 6
Regina. W. H. W. Stowart. 50 44 0 16 6
Wave. Dr. Barron. 41 38 0 14 0
Blanche. C. H. Grundy. 41 38 6 14 6
The Cyclops arrived off Sandy Hook Lightship shortly before eleven A. M., and the yachts were copy of the following sailing regulations:-

The start will be made at ten o'cleck in the forenoon, or as soon thereafter as practicable.

The committee's boat will be placed to leeward of Sandy Hook Lightship and as near as possible east or west, as the case may be, and the yachts will start across an imaginary line between them.

case may be, and the yachts will start across an imaginary line between them.

A preparatory signal will be given by two blasts of the whistle and hanting down the club flag on the committee's boat. The club flag will be kept down seven minutes and then run up. At ten minutes after the preparatory signal the starting signal will be given by one blast of the whistle and dipping the club flag, and the time of this signal will be the starting time of all the yachts.

Cape May lightship may be rounded either way. In approaching this mark at night each yacht will burn two signals—first, at a distance not greater than half a mile, the club signal; second, as mear as practicable, the moment of rounding, the initial letter of the yacht, except that the Mischief for second will burn the New York Club signal.

The case is to end at an imaginary line drawn due east from Sandy Hook lightship, to be crossed within easy trailing distance of that mark, and if made at night the same signals are to be burned as at Cape May lightship.

THE START.

The Cyclops took up a position to the eastward of the Lightship. At 11h. 05m. A. M. two whistles gave the preparatory signal, and the tyachts prepared to cross the imaginary line between the Lightship and the Cyclops. The Wave and Regins had their club topsails set, and the latter had a large jib topsail stopped on the stay ready to shake out. At 11h. 12m. A. M. the colors were set on the Cyclops and the skipper on the Lightship struck six bells. At 10h. 15m. the whistle of the Cyclops gave the starting signal. The Mischief was the first, setting her jib topsail as she crossed the line, and then came the Regina off her weather quarter. The Wave came next with the Bianche bringing up the rear a trifle to lecward. They were all on the starboard tack, trimmed down, sailing by the wind and heading about south-southwest. The sailing qualities of the four boats soon became apparent and they strung out in a line, the Mischief leading the Regins, the latter leading the Wave and the Bianche dropping back in the rear. There was just sufficient breeze to give the Mischief a slight heel and move her through the water at about a seven knot gait. The Regins, notwithstanding her club topsail, had not sufficient canvas to enable her to keep company with the Mischief, and at noon she had dropped about a mile astern. The Wave was almost the same distance astern of the Regins, and the blanche brought up the rear of the fieet. At noon the breeze began to die away, and in the space of a few minutes the racing yachts were barely moving through the water and there was not sufficient air to keep their canvas full. The sea became like a sheet of glass, while close in shore there was a slight air off the land.

CLOSING UP. THE START.

The Cyclops took up a position to the eastward the Lightship. At 11h. 65m. A. M. two

ripple on its surface as if there was a light air off the land.

CLOSING UP.

The wind dying away brought the yachts up nearer together, and the Wave came up quite close on the Regins. At about 12h. 3cm. P. M. a light breeze came up from the esstward, and the Mischief jibed over her boom to starboard. The Regins presently followed suit, fellowing in the wake of the Mischiei about halt a mile astern. The Wave kept her boom to port and headed in shore, followed by the Blanche. The essterly breeze proved a mere catepaw. At one P. M. the Cyclops started back for New York. At that time the yachts were off the East End Hotel, at Long Branch, with hardly a breath of wind. The Mischief led the lot, followed by the Regins, with the Blanche about half a mile astorn in her wake. Captain Greenwood had the Wave close in shore with the hopes of getting the first of ich breeze. Later in the afternoon the breeze came up from the southward, so it is supposed that the yachts will have to beat down. The Cyclops arrived in the city about 4h. 20m. P. M. The yachts are expected back to-morrow atternoon if the weather is favorable.

THE SCHUETZEN CORPS. [BY TELEGRAPH TO THE HERALD.]

MAUCH CHUNK, Pa., Oct. 16, 1879. The New York Schuetzen corps, under the com-mand of Captain Yuengling, arrived here this morning. After dinner the shooting was commenced and some of the men made excellent shots. The dis and some of the men made excellent shots. The dis-tance was 164 yards, of hand. Philip Klein made the best score, and won the Forest and Straus pipe, valued at \$150. B. Zettler won the second prize and Major George Aorny the third. In addition to the three above named there were about twenty cash prizes. This evening a ball was given in honor of the excur-sionists, and to-morrow the 'boys' will be escorted over Mount Pisgah and the Switch Back Railway.

A TERRIBLE VOYAGE.

THE STEAMER MONTANA ENCOUNTERS A HURRS-CANE IN MIDOCEAN-TWO PERSONS SWEPT OVERBOARD AND THE BOATS WEECKED-RESCUE OF A STARVING CREW.

The steamship Montana, of the Guion line, left Laverpool for this port on the 4th of October, and reached here on Wednesday night after encountering a storm of very unusual severity. The ship was in a perilous position for a short time and there was great alarm and excitement among the passengers.

Two lives were lost—one of a passenger and the other a member of the crew. The men were washed overboard and drowned. A narrative of the terrible storm by a passenger, and a statement from the purser will be found below:— "We left Liverpool on the 4th of October," said

one of the passengers to a reporter, "in a westerly wind, the breeze being fresh and fine. We had fogs and it was cold, but all went well until Friday, the 10th. On the 9th, however, there was a strong breeze from the southeast. It was cloudy a evident that a storm was coming up. On Friday, the 10th—an unlucky day, indeed, on this occasion—the wind continued strong and there was a heavy southerly swell. This was the beginning, as we afterward found, of one of the most terrible over experienced in the Atlantic at this time of year. All Friday night it was very ch and when we turned out next day we found the gale increasing to an awful ex through it. On Saturday morning her positi in latitude 45 deg. 24 min., longitude 50 d min. The wind had shifted to the norther was blowing a hurricane. It was almost impo

in latitude 45 deg. 24 min., longitude 50 deg. 56 min. The wind had shifted to the northeast and was blowing a hurricane. It was almost impossible to have breakfast or to get about the ship. The sea was running mountains high and the wind was blowing with terrife force.

"THE HURBICANE.

"I and five others who ventured on dock were able to get to the amoking room by hanging on to the rails. From there we could watch the storm by holding fast to stationary objects. The captain had been obliged to put the ship before the wind as a measure of safety. She was fairly flying over the waves, but seemed to ride beautifully and safely over them. I managed to get up on the bridge with the second officer, and white holding on for dear lite I could not but wonder at the terrible fury of the storm. One moment the ship would be lifted up by a gigantic wave, and the next we would drop down into the trough of the see, imprisoned by walls of water on all sides. Every few moments a terrific wave would strike us with a shock that made the vessel tremble from stom to storn. After running before the gale for some time and finding it increase the captain decided upon going about and heaving to. In a few words he warned the sailors to look out for their lives. He ordered the engines stopped, and then caused the wheel to be put hard down. Then the engines were started slowly, and to turn the ship about was to go directly in the teeth of the gale. As the seas struck us the great ship's course was changed, and as she wore around she carcened over so that her beam ends were under. They tell methate even the captain held his breath as the ship went through the trough of the sea. The position at this critical interval was as dangerous as it could be, and had a heavy sea struck us at this time We would probably have gone to destruction. At this time I and three others were in the smoking room, and we thought it was all over.

"In the saloon a terrible scene was taking place. Paule-stricken passengers were crying and screaming and ladies wer

ship's head in the right position.

A STARVING CREW.

"The only other noteworthy incident of the voyage was the relief of a starving crew which we ran across on the 6th of October. We sighted a bark flying signals of distress, and found her to be the Perseverance, of Bristol, bound from an American port to Bristol. She had been sixty-three days at sea and had run short of provisions. For fitteen days they had had nothing but ship bread and water."

From a statement made to a HERALD reporter afterward by the ship's purser it appears that the unfortunate passenger who was lost was named E. Simpson. He was forty years old. The purser also states that only one of the ship's boats was lost and another damaged.

Through insdvertence in yesterday's shipping news column of the HERALD the Montans was re-

damaged.

Through inadvertence in yesterday's shipping news column of the Herand the Montans was reported to have experienced "beavy westerly gates" on the 11th inst. It should have been as stated above—northeasterly winds.

COMMISSIONER WHEELER'S DEBTS.

A DISCREPANCY IN THE SCHEDULE DISCOVERED BY REGISTER DWIGHT-FRIENDS IN NEED.

An adjourned meeting in the bankruptcy case of Police Commissioner De Witt C. Wheeler was held yesterday afternoon before Register Dwight. Mr. Wheeler was called as a witness on behalf of his creditors. The object of counsel for the contest was to prove that he had made improper conveyances of his property for the purpose of securing personal friends to the prejudice of others. Counsel for the Commissioner contested nearly every point raised by his opponent. He objected to each and every specification made in the objections to the schedule, as originally filed, relative to the names and amount of claims of certain parties names and amount of claims of certain parties.

The indebtedness of the Commissioner, it appears
from the schedule, amounted to \$112,899 12, on the
30th of July, 1878. The Register pointed out a discrepancy which increased the amount by about

30th of July, 1878. The Register pointed out a discrepancy which increased the amount by about \$6,000.

Q. (By counsel for creditors). Are all secured creditors mentioned in your schedule with their respective claims? A. I believe so, to the best of my knowledge.

Q. From what resources do you expect to pay ten per cent within fitteen days after the recording of the final order? Objected to and objection sustained.

Q. Have you any understanding with friends about raising the funds necessary for your composition? Objection sustained.

Q. Can you now state that you are able or not to pay tan per cent on the composition proposed? Objected to, but admitted. A. I expect to be able to do so.

Q. Can you state positively whether you will be able or not? A. I say I expect to be able, but cannot state positively about any event in futurity. Q. Upon what do you base your expectations? A. Upon the willingness of friends to advance the

money.
Q. To advance what money? A. The money to pay the ten per cent.
Q. Have you had that promise in writing, or was it given verbally? A. Verbally; I had no writing in

the ten per cent.

Q. Have you had that promise in writing, or was it given verbally? A. Verbally; I had no writing in the matter.

Q. Did all your friends agree to advance the money on the same terms? Objected to.

Q. So far as you know are your friends able to fulfil their promises. A. I believe they are.

Q. Were they asked to advance any particular amount of runds? Objected to. The Register held that the arrangements made by the bankrupt with his friends to raise the money was not a matter pertinent to the examination. It would have been different had he made a bargain with his creditors.

Q. Were any advances made on account of property owned by you and to be turned over to your friends? The Register having already ruled on the point exceptions were taken to the question.

ME. SHEPPARDSON'S JUDGMENT.

Q. Did R. A. Sheppardson obtain a judgment against you for about \$1,800 in the month of May, 1877?. A. Don't remomber the exact amount or date.

Counsel for Mr. Wheeler—(Warmly)—I don't mean that my client shall be led into a trap. I will pro-tect him and any other witness I may have with all

Counsel possess.

Counsel for creditors—I don't mean to catch him in a trap.

Q. Did you on or about July 1 pay to Sheppardson \$500 on the judgment obtained against you? A. Yes.

son \$500 on the judgment obtained against you? A. Yes.

Q. For what purpose did you pay him? A. I paid him to get a receipt; I don't remember how much more I owed him.

Q. Will you state how it happens that Sheppardson's name does not appear among your secured or unsecured creditors in your statement of assets and indebtedness? A. Don't remember.

Q. Do you owe anything to Sheppardson to-day?
A. Yes; cannot say how long I have owed him; what I swore to in my original statement is true.

Q. Was Sheppardson's name intentionally omitted from your statement? A. I think not; it was not my intention to omit anybody; I agreed to pay Sheppardson the amount of the judgment, and paid it at different times; something is due yet; did not make payments myself, but through my attorney.

The witness was about replying to a question concerning a transaction with William A. Graves, of Albany, in July, 1878, when the Register adjourned the hearing until Wednesday next, October 22.